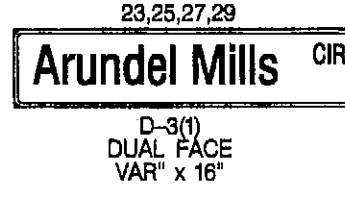
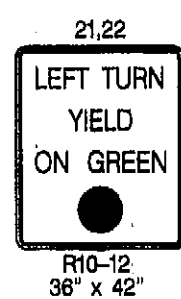


ARUNDEL MILLS CIRCLE IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

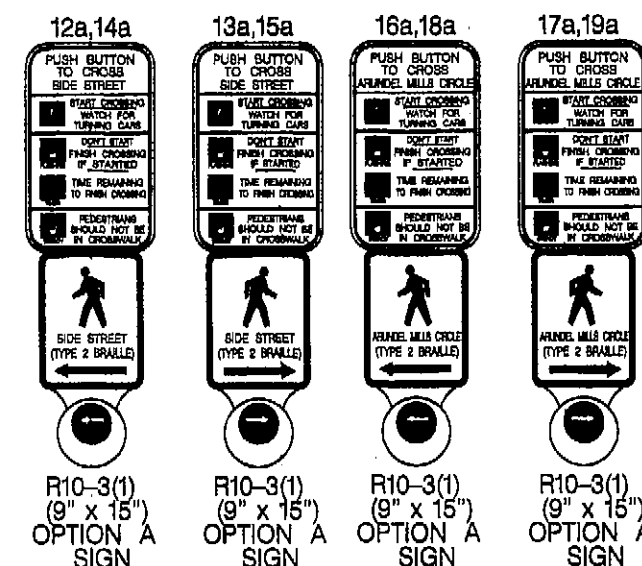
EXISTING SIGNS (TO BE REMOVED)



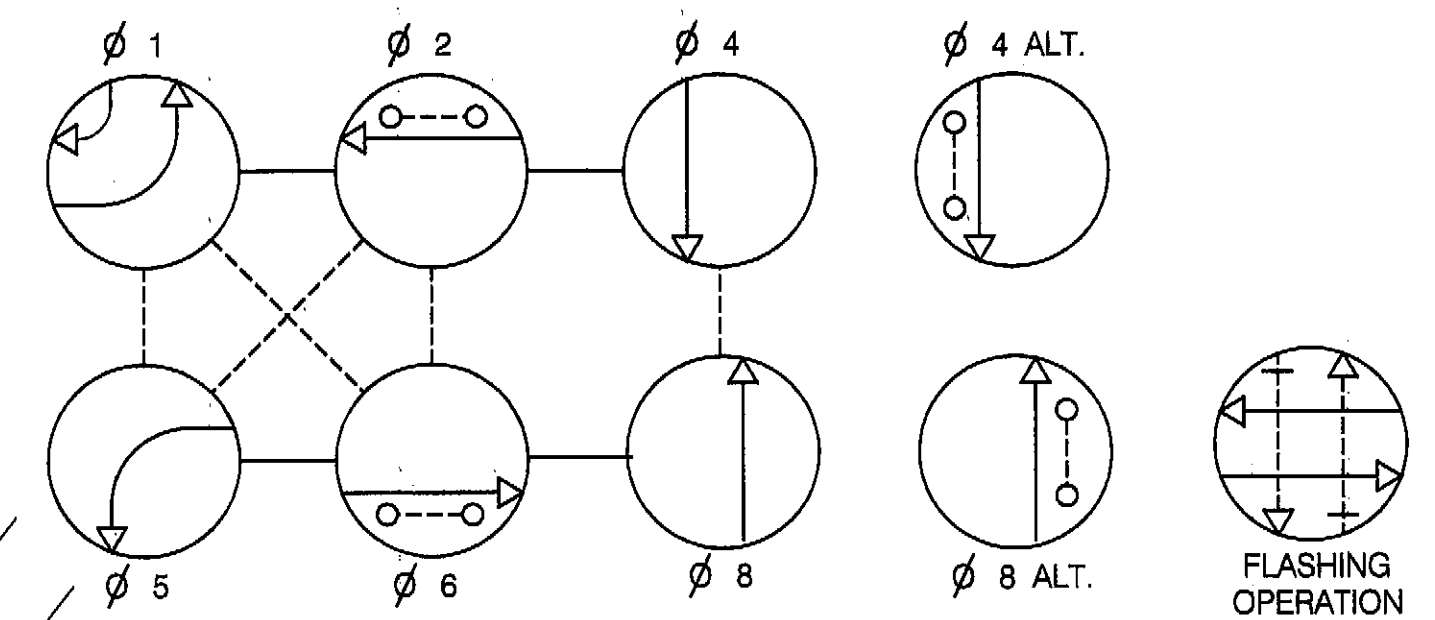
CONSTRUCTION DETAILS

- INSTALL VIDEO DETECTION CAMERA AND SIGNAL HEADS AS SHOWN ON EXISTING MAST ARM.
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL ONE VIDEO INTERFACE UNIT.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- INSTALL 5 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL 5 IN. SOLID YELLOW, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL 5 IN. SKIP WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (3 FT. LINE - 9 FT. GAP).
- INSTALL 5 IN. SKIP WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (10 FT. LINE - 30 FT. GAP).
- INSTALL 12 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (NOT USED).
- INSTALL 24 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- INSTALL MICRO-LOOP PROBE.
- INSTALL 1 IN. GALVANIZED STEEL CONDUIT - DETECTOR WIRE SLEEVE.
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PUSHBUTTON AND SIGN. CUT TO 5 FT., CLEAN, GALVANIZE AND CAP. (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND).
- REMOVE EXISTING PEDESTRIAN PUSHBUTTONS AND SIGNS FROM MAST ARM POLE. INSTALL NEW COUNTDOWN PEDESTRIAN SIGNALS.
- INSTALL ELECTRICAL HANDHOLE.
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH MODIFIED BASE, PUSHBUTTON AND SIGN. CUT TO 5 FT., CLEAN, GALVANIZE AND CAP. (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND).
- ADJUST HANDHOLE TO FINAL GRADE.
- REMOVE EXISTING HANDHOLE.
- CAP AND ABANDON EXISTING CONDUIT.
- REMOVE EXISTING OVERHEAD SIGN.
- REMOVE EXISTING PAVEMENT MARKING ARROW.
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - SLOTTED.

PROPOSED SIGNS



NEMA PHASING

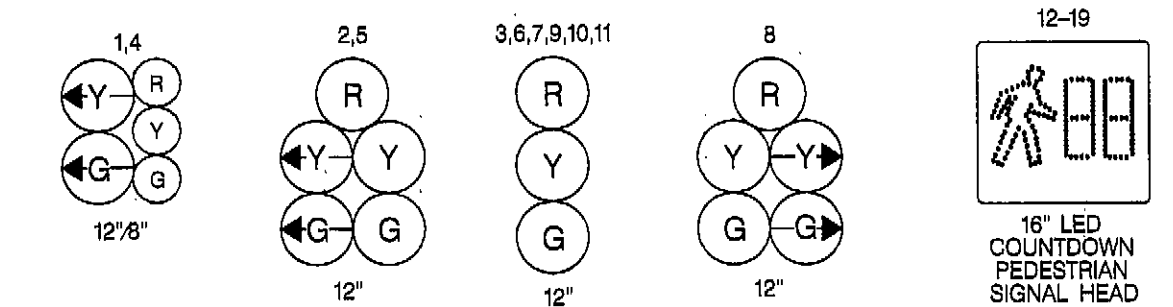


- PHASING NOTES:
- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 - PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

PROPOSED VIDEO DETECTION CAMERAS

A-D

PROPOSED L.E.D. SIGNALS



NOTE: UNLESS DIMENSIONED SIGNAL HEADS ARE TO BE INSTALLED IN EXISTING LOCATIONS

EXISTING GROUND MOUNTED SIGN TO BE REMOVED

EXISTING GROUND MOUNTED SIGN TO BE REMOVED

EXISTING MEDIAN TO BE REMOVED

EXISTING MEDIAN TO BE REMOVED

GENERAL NOTES

- THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

- DISCONNECT AND ABANDON ALL EXISTING DETECTION ALONG ARUNDEL MILLS CIRCLE.
- PUSHBUTTONS ARE TO BE LOCATED SO THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10" SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF THE PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- ALL APS CENTRAL CONTROL UNITS SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR PROGRAMMING AND TESTING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.

RED LINE REVISION NO. ①

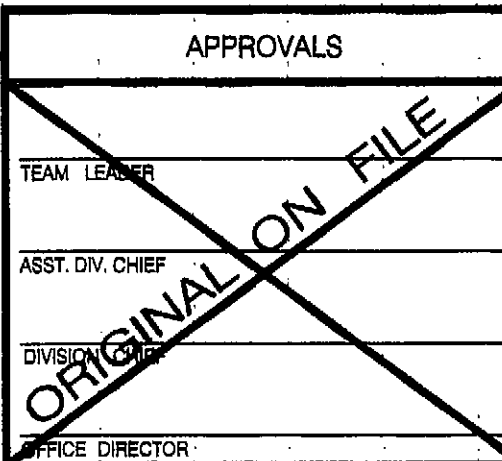
March 7, 2012

Revise Geometrics Along
Westbound Arundel Mills Circle

TEDD Approval *[Signature]* 3-9-12

TRAFFIC CONCEPTS, INC.

325 Gambrills Road
Suite B
Gambrills, MD 21054
(410) 923-7101
FAX: (410) 923-8473
EMAIL: TRAFFIC@TRAFFIC-CONCEPTS.COM



REVISIONS

SIGNAL MODIFICATION DUE TO
GEOMETRIC IMPROVEMENT (7-22-11)
TIMS#K-976 SHA NO. BW-998M82
JKS



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

ARUNDEL MILLS CIRCLE AND WAL MART

HANOVER, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE CONTRACT NO. BW998M82

DESIGNED BY COUNTY ANNE ARUNDEL
DRAWN BY LOGMILE 02550101.83
CHECKED BY T.I.M.S. NO.
F.A.P. NO. N/A TOD NO.

DRAWING NO. TS-3982 A SHEET NO. 1 OF 2

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DATE: Thursday, March 08, 2012 AT 02:45 PM